

Today's Advertisements.

PUBLIC AUCTION.

Suit No. 40 of 1901.

ORIGINAL JURISDICTION.

H. PRICE & Co. v. J. M. DE ZUMICA.

THE Undersigned have received instructions from

THE REGISTRAR OF SUPREME COURT

to sell by

PUBLIC AUCTION,

Under a Writ of Execution issued in the above

Suit,

TO-MORROW,

(THURSDAY), the 30th May, 1901,

at 3.30 P.M.,

At No. 9, QUEEN'S ROAD CENTRAL,

SUNDRY HOUSEHOLD AND OFFICE

FURNITURE,

Comprising:

DOUBLE IRON BEDSTEAD with WIRE,

and RATTAN MATRESSES, MOROCCO

LEATHER COVERED DRAWING ROOM

SUITE, TEAKWOOD WARDROBE with

BEVELLED GLASS, MARBLE TOP

WASHSTANDS, TEAKWOOD DRESSING

TABLE, LADY'S DESK, TEAKWOOD

SIDEBOARD with BEVELLED GLASS,

TEAKWOOD DESKS, BOOK CASES,

COPYING PRESS, &c., &c.

Also:

A Quantity of MANILA CIGARS—Com-

prising of "Invincibles," "Perfumes," "Petit

Bouquets," "Princesses," "Londres," "Regalia

Antonio Lopez," of the PERLA DEL OCCIDENTE

and LA GIRALDA FACTORIES.

And

One HARTFORD TYPEWRITER.

TERMS—As Usual.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 29th May, 1901. [575c]

NOTICE.

INFORMATION has been received from

our SINGAPORE BRANCH by Wire of the

ROBBERY of \$230,950 of \$50 Notes, issued

by THE HONGKONG AND SHANGHAI BANK-

ING CORPORATION, SINGAPORE, and the

Public are hereby cautioned against receiving

and/or cashing Singapore Notes of the Deno-

mination of \$50.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION,

T. JACKSON,

Chief Manager.

Hongkong, 29th May, 1901. [575c]

FOR SALE.

30 PAIRS of SHEET IRON DOORS suit-

able for Godown, ANGLE IRON

FRAMES, &c., 7' 0" x 4' 11" and 7' 0" x 5' 11".

To clear \$25 per Pair.

Apply to

C. E. WARREN,

25, Aberdeen Street.

Hongkong, 29th May, 1901. [575c]

"GLEN" LINE OF STEAMERS.

FOR LONDON.

THE Company's Steamship

"GLENHARRY,"

Captain J. S. Stevenson, will be despatched as

above on FRIDAY, the 28th June.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW,

Agents.

Hongkong, 29th May, 1901. [570c]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO,

LONDON AND STRAITS.

THE Steamship

"GLENLOCH,"

having arrived from the above Port, Consignees

of Cargo by her, are hereby informed that their

Goods are being landed at their risk into the

Godowns of the Hongkong and Kowloon Wharf

and Godown Co., Ltd., at Kowloon, where each

consignment will be sorted out mark by mark,

and delivery can be obtained as soon as the

Goods are landed.

Goods not cleared by the 4th June, will

be subject to rent.

No Fire Insurance has been effected.

All ship damaged packages must be left

in the Godowns, and a certificate of the damage

obtained from the Godown Co. within ten days

of steamer's arrival, after which no claims will

be recognised.

MCGREGOR BROS. & GOW,

Hongkong, 29th May, 1901. [574c]

FROM HAMBURG, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"STRASSBURG,"

Captain Madsen, having arrived from the

above Ports, Consignees of Cargo are hereby

requested to send in their Bills of Lading for

counter-signature by the Undersigned and, to

take immediate delivery of their goods from

alongside.

Optional Cargo will be forwarded unless

notice to the contrary be given before 3 P.M.

TO-DAY.

Any Cargo impeding her discharge will be

landed into the Godowns of the Hongkong

and Kowloon Wharf and Godown Co., Limited,

and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remain-

ing undelivered after the 5th June, will be

subject to rent.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 5th June, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 29th May, 1901. [575c]

EYE-SIGHT.

Mr. N. LAZARUS,

Occultist-Optician, of London and Calcutta,

may be consulted for SPECTACLES

at 16, Queen's Road Central,

(Nearby opposite the HONGKONG HOTEL).

Business hours—9 A.M. to 5 P.M.

A GREAT proportion of cataracts and

diseases affecting those advancing in life

occur to those having some deficiency in the

construction of the eyes—the many years of

'Eye Strain' ending in serious forms of disease.

Glasses specially adapted in youth to those

requiring them save and preserve the sight.

Constantly recurring headaches, spells of

dimness when reading, weak eyes, the letters

running together, any of these symptoms indicate

a deficiency in the form of the eye requiring

Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES

only after testing the sight.

ADVICE FREE.

[455c]

Intimation.

A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS

OF

AERATED WATERS

IN THE FAR EAST.

OUR NEW FACTORY, facing

the sea at the PRATA RECLAMATION,

is constructed with every attention

to the best principles that sanitary

science can suggest.

A perfect System of Filtration is employed guaranteeing Absolute purity.

The Machinery used is of the Latest Type.

A STAFF OF ENGLISH EXPERTS

attends to every detail of the Manu-

facture.

The Waters produced are of the highest class and excellence; as testified by the best English makers.

A. S. WATSON & CO., LIMITED, THE HONGKONG DISPENSARY.

Hongkong.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MAY 29, 1901.

NOTES AND COMMENTS.

The Flushing of Sewers.

We are pleased to see that Dr. CLARK, the Medical Officer of Health, is about to attack the question of flushing the drains of the Colony in an effective manner, and has given notice of some very pertinent resolutions which he intends to move at to-morrow's meeting of the Sanitary Board on this all important question.

Dr. CLARK's first resolution on the subject is a most important one. The constant cry of late years has been that there has not been sufficient water to allow of the drains being flushed and hence they have, whenever we have had a spell of dry weather, been forced to remain dry. If, as Dr. CLARK suggests, the water which now runs to waste in the many nullahs of the City be impounded and utilized for the flushing of drains, we believe that except in the very driest seasons the difficulty will have been overcome. Millions of gallons of water must be running waste here daily, and that at a time when our drains are in want of flushing and our supply of drinking water is so low that none can be spared for the purpose. Many of these nullahs may be contaminated in some way or other so as to render the water unsuitable for drinking, but for flushing drains it will serve all purposes and should be utilized.

We hope that this motion will receive the careful consideration of the Board and of the Government and will not, as so many momentous questions are liable to be, be allowed to stand over and remain shelved for a number of years.

The question of the use of seawater for flushing purposes should also be taken into account at the same time. It may be that the supply available for all the flushing that is required, or perhaps some portions of the City, those, for instance, lying directly below Victoria Peak, may not have sufficient water available for the purpose. If this proves to be the case then it would certainly be better to use seawater where fresh is unobtainable. Seawater may or may not be as good as fresh where the flushing of drains is concerned, but it will certainly be better than none at all and should be made use of in the absence of better arrangements.

Storm-water Drains.

Dr. CLARK's resolution as to the advisability of trapping all the inlets to the storm-water drains of the City is one that is worthy of the most careful consideration. As he points out, these drains are so contaminated as to be little, if any, better and purer than the sewers, and it stands to reason that the sooner their inlets are trapped the better. For our own part we think that the best talked of "separate" system of drainage which prevails here is a great mistake. Were our sewers our storm-water drains also, such a question as is at present under consideration would never have cropped up. It would probably be too much of a burden on the Colony to attempt to undertake the alteration of the whole of its drainage system at this late date, but it is not too late to adopt Dr. CLARK's recommendation. At the same time would it not be as well for the Board to consider the advisability of doing away with the separate system in all new districts now being opened up? The system has proved itself to be a rank failure, and the sooner that it is done away with as far as possible the better.

Sales of Crown Land.

We presume that the end aimed at by the Medical Officer of Health, in his resolution to the effect that no sales of Crown land

shall take place within the jurisdiction of the Sanitary Board until such time as the matter has been considered by them, is that there may be some provision made for playgrounds, public gardens and open spaces. So far the one and only aim of the Government seems to have been to sell as much Crown Land as possible without any regard whatever as to the needs of the Colony in the matter of open spaces. This should be put a stop to as soon as possible.

Could not the question of European reservations be brought up again now? It is only of late years that the Chinese have thrust themselves into the European quarters, and with what disastrous results one has only to glance at the plague returns to see. The two races cannot live side by side in comfort, and we utterly fail to see why a European should be subjected to the annoyance of perhaps having houses on either side of his own taken up by Chinese with their insular habits and annoying practices. It is all very well to argue that one man is as good as another, he may be perhaps, but that would not be accepted as an excuse for the establishment of a fried fish shop in the basement of the Houses of Parliament. We have heard it stated by some Government Officials that it will end by all the Europeans living at the Peak. This looks very nice upon paper, but it doesn't work out well, for not one half of our European population would be able to afford it. The Europeans on the lower levels are just as much entitled to consideration as their fellows on the Peak and should have their wants attended to. As a matter of fact it is growing to be more and more apparent that this Colony is being run for the convenience of the Chinese alone, and that the Europeans are looked upon by the Authorities as undesirable residents, who are not wanted and must rub along as best they can if they insist upon coming here. We are not anti-Chinese by any means, but we do think that there is a place for all things, the Chinaman included. When he has learnt to keep himself and his premises clean and does not want to keep us awake the whole night long with his discordant noises, we shall not object to him as a neighbour, but these things he will have to learn before we consider him to be a valuable acquisition to a row of houses mainly inhabited by Europeans.

REUTER'S TELEGRAMS.

BRITISH SOUTH AFRICA.

DE WET'S MOVEMENTS.

LONDON, May 26th.

Nothing whatever is known of De Wet's movements.

A superior force of Boers who attacked a convoy between Ventersdorp and Potchefstroom on the 23rd instant, were repulsed. Our loss was estimated at four killed and thirty wounded.

The convoy arrived safe at its destination.

LATER.

THE OPERATIONS IN SOMALILAND.

Latest rumours from Aden state that the Mad Mullah has formed an alliance with the Mijertain tribe, who are amply supplied with rifles and ammunition, he thus has 80,000 men available, and severe fighting is anticipated.

THE PLAQUE AT CAPETOWN.

May 27th.

Hitherto there have been 666 cases of plague, and 308 deaths at Capetown.

THE CHINESE COURT TO RETURN TO PEKING.

The Emperor has ordered agents to prepare the Imperial palaces for the occupation of the Court, as soon as the troops depart from Peking.

THE ROYAL VISIT TO AUSTRALIA.

The Duke and Duchess of Cornwall and York, have landed at Sydney.

WEATHER REPORT.

The Observatory report says:—On the 29th at 11.50 a.m. the barometer is falling on the China coast and over the Philippines. Pressure is highest between the E. coast of China and W. Japan, and gradients continue slight for E. winds on the coast, and in the N. part of the China Sea. Forecast:—Moderate E. winds; fair.

LOCAL AND GENERAL.

H.M.S. *Endymion* left Wei-hai-wei for Hongkong on the 25th instant and may be expected shortly.

AFTER a short but successful season at Singapore, Harmsen's Circus leaves there on the 30th inst. for a tour through Java.

THE Nippon Yusen Kaisha steamers *Riojun Maru* and *Matsuyama Maru* have been in collision in Yokohama harbour, the last named vessel having five plates broken, while the *Riojun* escaped without damage.

NOTICE.

Our Special Edition is now on sale and may be obtained on application. Price fifty cents. Intending purchasers are advised to order early. See advertisement appearing elsewhere.

PROFESSOR Herkimer's painting of the late Queen after death, says the *Morning Leader*, is to occupy the whole of one of the walls in the Royal Academy this year. The picture is to be suitably hung with purple draperies.

Not long ago a wedding took place at a certain church in Mossley; Miss Oaks was marrying Mr. Wheat. After the wedding service was over, and they were both walking down the aisle, the organ began to play, "Oh, what shall the harvest be?"—*Ed.*

THE British ship *Celeste Burrill*, bound for Hongkong from Manila, was caught in a tremendous gale, and dismasted. She put back into Hongkong for repairs to-day, and reports picking up eight men at sea, presumably a Chinese shipwrecked crew.

We shall be obliged if any subscriber, on receiving his paper late or irregularly, will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, *Hongkong Telegraph Co., Ltd.*, 50 Queen's Road Central. The wrapper will enable us to check the delivery coolies.

WORKSHOP enjoys the distinction of sending the tallest four brothers serving in the King's Army—the sons of Mr. William Walters, of Parkst. Their "dimensions" are as follow: Sergt. W. Walters, 6ft. 4in. (2nd Grenadier Guards); Lance-corp. A. Walters, 6ft. 3in. (Baden-Powell's Mounted Police, late 1st Grenadier Guards); Sergt. J. Walters, 6ft. 3in. (1st Royal Scots); Sergt. F. Walters, 6ft. 2in. (3rd Grenadiers). The father is almost as tall as his biggest "boy," and is one of the original volunteers of the Workshop Company. Corp. A. Walters is on his way to join Baden-Powell's forces.

AGUINALDO, declares *The Telegram* (Toronto), was the chief architect of the plan for his own capture.

"Victory being out of the question, Aguinaldo was forced to choose death or surrender. To die would have been glorious, but uncomfortable, and to tamely surrender would have been destructive to the high character for dauntless patriotism which Aguinaldo has been building up for himself.

"Aguinaldo's best way out of the blind alley in which he found himself was to be captured. The last tableau in his career was stage-managed with marvellous skill. The circumstantial evidence in the case indicates that Aguinaldo's alleged betrayer was in reality Aguinaldo's agent. The whole transaction with General Funston seems to have been dictated by Aguinaldo's desire to find an easy way out of all his difficulties."

This raises our hopes, says *The Free Press* (Ottawa). "May some of the peripatetics in South Africa also soon be garnered in."

"Privy poor conlawyer," continues to rise from lips trembling with sincere emotion. Yet the Chancellor of the Exchequer remains obdurate, and the public cannot bring themselves to blame him for his hardness of heart. It was the turn recently of the South Wales Coal-owners' Association to approach Sir Michael with their melancholy plaint, but they took no fuel of comfort away with them. Would they, make distinction between small coal and the better classes of that export? Not they. The whole idea of taxing it was intolerable and inconceivable. Sir Michael seems to have been adopting the Socratic method when trying to divide the forces of opposition, for he subsequently admitted that the line could not be drawn. Coal has to be taxed, and taxed it will be, though patent fuel may be exempted from duty. "The whole thing is much exaggerated," said Sir Michael with refreshing bluntness. Just so. The coalowners are crying out before they have been hurt.

So says the *Pall Mall Gazette*.

MARK TWAIN is reported to have said lately that if Mr. Carnegie would let him write the books for his proposed sixty-five branch libraries in New York, he (Mark) would grow so rich that he could afford to found libraries himself and let Mr. Carnegie write the books. Mr. Carnegie, however, long ago acquired this habit, and his name was on the title page of two or three books written many years before his latest volume, "The Gospel of Wealth." One of these earlier books has sold, it is reported, to the extent of 40,000 copies. At the Authors' Club an amusing story is told of his literary ambitions. Shortly after the foundation of the club, Mr. Carnegie made application for membership. In reply the secretary wrote to him that only authors were eligible for membership, intimating humorously that even *Cruces* could not have been a member unless he had published a book. By return of mail came a letter from Mr. Carnegie to the effect that although unfortunately "he could not deny that he was a very rich man, yet he was at the same time a poor author," and begged leave to submit therewith a copy of his recent volume as an evidence of his qualification. The answer so pleased the club that he was forthwith elected. Shortly after, Mr. Carnegie gave to the club, free of rent, one of the beautiful apartments in the Carnegie Building, and it thus happens that the club, not having to pay for an expensive domicile, is financially one of the most prosperous clubs in the city.

AT THE MAGISTRACY.

THE BIKER FEND.

Joachim Gill pleaded guilty to riding a bicycle at a reckless pace to the common danger of the public in Bonham Road. He was fined two dollars.

IMPORTING DOGS.

J. W. R. Taylor, of Bahar Lodge, the Peak, pleaded guilty to importing a dog into the colony from Shanghai. Mr. Hazeland imposed a fine of \$50.

M. Guion, of 6 Queen's Road Central, pleaded guilty to importing a dog from Haiphong without a certificate from the Veterinary Surgeon, Medical Officer of Health or the British Consul. Mr. Kemp imposed a fine of \$15 or one month's hard labour.

KEEPING UNLICENSED DOGS.

Ng Ying and Tang Kan had a dog each and no licence. They were fined each two dollars or seven days.

Lo Fuk and Cheung Chong had two unlicensed dogs apiece and were fined three dollars or ten days each.

SHIP CAPTAIN FINED.

The master of the s.s. *Arlie* pleaded guilty to the charge of neglecting to go into the Quarantine Anchorage on arriving from Manila, a port at which an infectious contagious disease prevails, and was fined \$250.

A CASE OF "FUNG SHUI."

Cheung Po Yee charged Cheung Tak Sang, with assault. Complainant said he lived outside Kowloon City. The Defendant was his younger brother and lived in the next house. The Defendant built a house last year. Complainant's son died on 8th May and his grandson last year. They died in consequence of the house being burnt, which affected the *fung shui*. The Defendant was ordered by the *Kait Fong* to pull the house down on 16th May. It was partly pulled down and Defendant was rebuilding it. On 23rd inst. Defendant came to Complainant and said he must give him another house or he would kill him, so he took out a summons.

Defendant's story was that complainant pulled down his (Defendant's) kitchen, as he said it spoilt his *fung shui*. He told Complainant that the *fung shui* had nothing to do with his son's death.

Mr. Hazeland bound both men over in their personal bonds of \$100 to keep the peace for six months.

ABUSE.

Li Sang, a foreman of the P.W.D., was passing along the Pok-fuk-lam Road on Sunday wearing a long coat. Lau Kai called out, "long coat has stolen things" and finished up by heaving half-a-brick at Complainant. Mr. Hazeland bound Lau over in the sum of \$50 to keep the peace for six months.

NEGLECT TO REPORT SMALL-POX.

Kwok Chyn, married woman, of 11 Lower Lascar Row, was charged by P.C. 26, P. Poulter, with neglecting to report a case of small-pox which occurred in her house. She failed to put in an appearance this morning and her bail of \$50 was exonerated.

RETURNING FROM BANISHMENT.

Yau Mun, a fisherman, was sentenced to a year's hard labour for returning from banishment.

THE PLAGUE.

Number of cases reported (Chinese) 805 up till noon of the 28th May, 1901. Other Asiatics 16. Europeans 10. Number of deaths reported (Chinese) 32 during the past 24 hours. Other Asiatics 1. Europeans 0.

Total number of cases reported to date 864.

Number of deaths reported (Chinese) 764 up till noon of the 28th May, 1901. Other Asiatics 12. Europeans 4. Number of deaths reported (Chinese) 20 during the past 24 hours. Other Asiatics 0. Europeans 0.

Total number of deaths recorded to date 809.

Since noon on Saturday last the cases and deaths are:

Cases Chinese 119. Other Asiatics 4. Europeans 0. Total 123.

Deaths Chinese 118. Other Asiatics 2. Europeans 0. Total 120.

The plague returns for last week were:

Cases 200. Deaths 187. The returns for 29th May, 1894, were: Total deaths to date 457. New cases in previous 24 hours 20. Deaths in previous 24 hours 25. Patients under treatment 86.

Mr. F. Hawkes, of Messrs. A. S. Watson and Co. is expected out of Hospital to-day or to-morrow.

The work of the Sanitary Board in Beaconsfield Avenue is being thoroughly done. A close inspection of the drains discloses no reason for this particular outbreak.

The Chinese residents of Yau-ma-tei evidently must be taught a severe lesson in regard to the concealment of plague cases. We venture to say that in no district in Hongkong are there more dying and dead secretly disposed of than in Yau-ma-tei. The police are doing their utmost, Sgt. McSwade being particularly active, but they recognise the fact that they are powerless in the face of existing arrangements. A densely populated low lying district almost surrounded by marsh lands and pools of stagnant water inhabited for the most part by the lower classes of Chinese, offered insufficiently (so far as numbers go) result—plague, and always will be.

PROPOSED PUBLIC SCHOOL FOR CHINESE.

SHANGHAI, May 25th.

With regard to the proposed Public School for Chinese boys in Shanghai which movement was abandoned because of the Boxer outbreak in the North last year, we now learn that the committee have made up their minds to restart it immediately.

The following are the latest contributors:—H. E. Sheng, Tls. 1,000. C. M. S. N. Co. Tls. 3,000. Imperial Chinese Telegraphs Tls. 1,000.

—New Press.

THE PAYMENT OF THE INDEMNITY.

THE ALLIES WILL NOT WITHDRAW UNTIL 300,000 TAELS IS PAID.

SHANGHAI, May 25th.

A Szechow despatch just to hand states that it was currently reported among the official circles there to the effect that it is true that the indemnity payable to the Powers by China, amounts to 450,000,000 Tls. and is to be cleared in yearly instalments. As regards the withdrawal of the Allies from the North the same despatch states that the Powers have decided to withdraw their troops after the receipt of the part-payment of 300,000 taels from the Chinese Government. Consequently, the Viceroy and Governors in the East as well as in the South have been commanded to send forward the money in question. —New Press.

THE RECENT BLUEJACKETS' AFFRAY AT NAGASAKI.

A Japanese paper states that the affray which took place at Nagasaki between British and French marines in April last, in which a British bluejacket was killed, has come up as a diplomatic question. The British minister to Tokio addressed an official note to the Foreign Department and asked the Japanese authorities why the French cruiser *Neve* was allowed to leave before due search for the man responsible for the death of the British bluejacket was instituted. The Foreign Department referred to the Nagasaki Court officials who looked after the case and the Chief Public Prosecutor of the Court replied that the detention of a foreign warship was not within his powers, but that the necessary enquiries as to the offender were duly carried out. Whether the Foreign Department replied to the British Minister and whether the latter was satisfied with the reply is not stated in the Japanese press, says the *Kobe Herald*.

ILLEGAL PHOTOGRAPHING AT NAGASAKI.

SENTENCE ON FOREIGN SHIP'S OFFICERS. A Nagasaki despatch to the *Asahi* states that the Commander of a certain foreign warship and a Naval doctor of the same ship who had been taking photographs at the port were sentenced to imprisonment for six months each by default at the Nagasaki Chihō Subansho and warrants for their arrest have been issued. This is the first occasion on which foreigners of importance have been sentenced to imprisonment in Nagasaki since the new treaty came into force and the foreign Consuls are reported to be watching developments. It is stated that the vessel with the accused will arrive in Nagasaki shortly. We learn, says the *Kobe Herald* of the 21st inst., that the vessel in question is not a warship, but a vessel of the Russian volunteer fleet.

AH SIN ON THE INDEMNITY.

Me velly foolish Chinee-man,
But me av understood
Dat all you Follen Debbils did
Wass for my countee's good
You come—your shootee, lootee, too—
But alle time adize us
You navy plover end in view—
You wantee civilize us.
You kill my gell, you take away
My choicce blica-blac
You burn my first chop housee down,
You givee me the sack.
But ven I say, "It one dam shame,"
You tell me date you plize us:
You've come from England alle way
To tily and civilize us!

No mattah vot it clost, you said,
Your dutee you'd fulfill!
But now dis maw'nin' you pie-sent
An A-one-first-chop bill.
Thlee score of millions! Fancy dat!
You velly much surprize us.
I say! It costee dam big lot
For you to civilize us!

THE METRIC SYSTEM.

Further replies have been received from various British diplomatic agents abroad on the metric system, and have been published as a commercial paper. (It may be of interest, perhaps, to note that it is published as reports from "Her Majesty's Representatives abroad," and that it is "presented to both Houses of Parliament by command of His Majesty.") CHINA.—Taking the replies in the order in which they appear, we have the following from Sir Claude Macdonald, dated Jan. 13, 1900:—"I have the honour to inform your Lordship that the metric system is not in force in China, and that there is no movement at all in this country in favor of its adoption. It is necessary to note that there is nothing more to be said. Fancy an Imperial Edict putting the metric system in force throughout China."

KOREA.—Respecting Korea, Mr. J. N. Jordan writes, Feb. 5, 1900:—"The system is to a large extent metric. It is not, however, of recent adoption, having been introduced from China several centuries ago, and having remained practically unchanged ever since. It appears to be suited to the restricted commercial dealings of a primitive people." He encloses a memorandum, from which we glean:

Weights.—The weights in use in Korea are practically the same as those in China, whence they were originally introduced. They are of two kinds. The one with the *yang*, or tael, as its unit, is used for precious metals and medicines, and the other with the *hwa*, or cattie, as its unit, is for general merchandise. In China the *tan* (two *hwa*, or catties), is a very old term (as is the unit of weight for general merchandise, but in Korea this term has not been adopted, the *tan* only being used.

The Koreans, as a matter of fact, have very few occasions to use the weights. They only employ them in selling raw silk, cotton wool, metal of all kinds, and a few other articles, the quantity of which cannot easily be judged by the eye. Hence the use of weights is almost entirely confined to sellers of gold, jewellers, braziers, and druggists. The *yang* is equal to about one twelfth part of the avoirdupois pound, and is the same in both the above weights. In selling coal the Koreans have adopted the English ton. The coal is put up into bags, generally twelve to a ton.

Measures.—The Korean measures have mostly been derived from China, though some alterations have apparently been made in both countries since they were first introduced into Korea. The *cho* (about 24 inches), besides being used for measuring distances, is also adopted by the Koreans in determining the measurements of ceremonial dresses and sacrificial articles.

We are also given some details of builder's measure, ground measure, cloth measure, Government dry measure, common dry measure, and liquid measure. This latter is not fixed. Cups and bowls are generally used as a liquid measure. These vessels vary in size, and so the price of such merchandise varies according to the size of the vessel used. —L. & C. Express.

PARTICULARS OF THE LOSS OF THE "ARSLAN."

CONSTANTINOPLE.

With reference to the loss of the Mabsussch Company's steamer *Arslan* in the Red Sea on April 1, the following particulars of the disaster are now to hand from one of the survivors. The *Arslan* had on board 2,500 troops from Syria, destined for the Yemen, where, according to the latest reports, the well-known Sheikh, Hamid-ed-Din, is said to be holding his own against the Turkish authorities. At Suex 300 pilgrims for Mecca took passage in the vessel as far as Yambo. When the ship struck the rocks the captain was sitting in the saloon drinking. He was informed by one of the crew just before that the vessel was nearing the reef, but took no notice of the warning. The man hardly returned on deck when the *Arslan* went right upon the reef and suddenly lurched over the one side, remaining in that position.

It was nine o'clock in the morning, with a perfectly calm sea. A scene of the wildest confusion ensued. Some of the troops were precipitated into the sea by the sudden lurching of the vessel, many were drowned, and others badly cut about the hands and feet by falling on to the jagged coral reef. The remainder of the troops and pilgrims rushed to the lee-side of the vessel and clambered on to the bulwarks and in the rigging.

The Captain, seeing that the ship was lost, decided to abandon her and make for the shore in the ship's boats. He armed himself with a revolver, and the crew, taking what arms they could, such as long knives and revolvers, lowered the few boats remaining intact, and put off. One of the soldiers in the water, who climbed into a boat, was stabbed by one of the sailors, his body being thrown back into the sea. As soon as the passengers saw that the captain and crew had abandoned the ship, the panic became indescribable. Many jumped into the sea and were drowned, while others rushed about like madmen, tearing off their clothes and hurling them overboard. Altogether, between 180 and 200 men were drowned. Numbers of the troops remained standing for hours in the water, which at low tide reached up to their necks.

The unfortunate people left on the vessel remained there for forty-eight hours, when they were rescued by small boats sent out from Yambo, the landing of the survivors occupying two days. The troops lost most of their arms, ammunition, and baggage. Finally, the steamer belonging to the same company arrived on the scene, and commenced attempting to tow off the *Arslan*, with the result that a large part of the ship's bottom was torn off, and the vessel foundered as soon she left the reef. Owing to the delay caused by the disaster the pilgrims were too late for the "Haj," and had to return to their homes. —Reuter.

A VISIT TO COREA IN 1899.

HELEN F. M. LEWIS, IN THE "CANADIAN MAGAZINE."

It is little over a year since the King of Corea informed all the Great Powers that he had himself proclaimed Emperor. At that time—so far as a casual visitor to Seoul, the capital, could judge—the Government seemed in a very unstable condition. Ever since the assassination of his Queen by the Japanese, the Emperor had been living in fear of a similar fate. He had deserted with his ancestral palaces, with their handsome structures beautifully situated in truly royal parks, rich with trees and foliage, and transferred himself and his large retinue into a number of great ugly wooden sheds hastily erected on a low-lying piece of ground adjoining and dominated by several Foreign Legations. Into each of these he had had constructed a species of private run-way to allow of his having a choice of retreat in case of disturbances amongst his own people, or sudden political differences between ambassadors. Soldiers patrolled day and night the vicinity of the Court—comic opera soldiers these with their badly made uniforms of French pattern, their caps perched high on the top of a species of horsehair nightcap, worn to preserve the proper shape of the top-knot, the Korean token of manhood. Frequently one might see suspects driven inside the Court gates, where, under a few momentary structures, issue their shrieks of torture—the authors of the several dynamite explosions which had taken place near the residences of the Emperor's favourite Ministers. The populace were still excited over the burning up of the new electric cars, to which they accredited the prevailing drought. Daily the tolling of the great bell in the centre of the city summoned all to read fresh proclamations from the Emperor, full of threats toward wrong-doers. One edict forbade all under pain of death, to stir outside after sundown.

The opportune arrival of Prince Henry of Prussia, heralded by great deluges of the long-wished-for rain, seemed to pacify every one. Edicts were repeated, and in 1899 honour were erected, and the two chief public bridesmaids, noted for their luxurious hair, were in daily request to assist in celebrating long-delayed wedding feasts.

The Koreans, as a people, impress one as being lazy, inoffensive and absolutely devoid of ambition. Centuries of extortion by Government officials have killed all desire to accumulate any possessions. Even in Seoul there is no sign of wealth anywhere, no building of more than one floor, no store of which the stock—and that chiefly foreign—would fill a room fifteen feet square, no industries or factories of any kind. The house of even a "Yang Bang," or noble, has few claims to either comfort or superiority. The decadence of the nation is made still more marked by the existence of wonderfully well built city walls, the ten miles of which were constructed within a few months, less than two hundred years ago. At one time also they made cabinets of a design and finish peculiarly beautiful, and boxes of iron-work delicately inlaid with silver. Both of these arts now appear to be lost. The desire of the Korean is to impress upon every one the fact that he does nothing. In order to emphasise this, he has his outer garments as ample and as nearly white as possible, and wears upon his head an eggshell and transparent enough to show his possession of a top-knot. These hats are worth anywhere from two to thirty dollars apiece. It is the women of Korea who accomplish the greater part of what work is done. This consists chiefly in cultivating the fields, bringing the produce to the weekly "Chang" market, and—hardest labour of all—keeping clean, and without soap, the flowing white robes of their lords and masters. Previous to the China-Japan war, it was the Chinese merchant who was paramount in business throughout Corea. Those who survived that event were forced by the Japanese outside the town limits, in order to secure for their own merchants the best business centre as "Concessions." The Chinese now, however, are rapidly regaining their trade ascendancy. Koreans, foreigners and missionaries of all denominations preferring to deal with them rather than with the Japanese.

A REMARKABLE RIVER.

J. M. HUBBARD, IN THE "NATIONAL GEOGRAPHIC MAGAZINE."

The Tsangpo is in several respects the most remarkable river in the world. It is the highest of all navigable streams, flowing for nearly a thousand miles at an elevation of from 11,000 feet to 14,000 feet. During the greater part of its course its current is sluggish, but for a hundred miles or more the mighty river, in its descent to the coast plain, runs with the speed of a mountain torrent. Though one of the largest of Central Asian streams, it has never been followed from its source to its mouth, and until recently it was doubtful of which of two well-known rivers it was the head-waters. The attempts to solve its mysteries have been attended with little success, and the river's endurance, steadfastness and self-sufficiency. For the principal explorers of the Tsangpo have been animated, not as those who sought the fountain-springs of the Nile, by the hope of the world's applause at their success—but by a simple desire to wage and the consciousness of loyalty to duty.

The physical history of the Tsangpo is briefly this: It rises in the extreme south-western corner of Tibet, close to the sources of the Ganges, the Indus, and its great affluent, the Sutlej, at a height of nearly 15,000 feet. Receiving the drainage of the slopes of the Himalayas and of a little-known Tibetan range running parallel with these mountains, it soon becomes a stream wide and deep enough to be navigable. There is a considerable boat traffic upon it, at an elevation but little below the summit of Mount Blanc. It flows due east for some eight hundred miles, receiving numerous large tributaries from both south and north, and when near Lhasa it is, at low water, nearly a third of a mile wide and twenty feet deep; in flood, two miles wide and of unknown depth. In longitude 94 deg. E. it makes a sharp bend to the south, and passes through the Himalayas in a course known only to the savages who dwell upon its precipitous banks.

When last seen by an explorer it is at a height of from eight to eleven thousand feet, but when it emerges in Assam it is only four hundred feet above sea-level. From this point it pursues its sluggish way for another eight hundred miles as the Brahmaputra to the Ganges and the Bay of Bengal. There has been a long controversy, into the details of which it is not necessary to enter, as to whether the Iravadi or the Brahmaputra is the continuation of the Tsangpo. Though there has been as yet no direct evidence—the last expedition of throwing in marked logs in Tibet having failed—the general consensus of scientific opinion is in favour of the Brahmaputra, and the latest English gazetteer describes it under this name. The ascent of the river has been prohibited by the Indian Government on the ground that there is almost a certainty that the explorer would be killed.

It is hardly to be expected that pure science will be much benefited by the lifting of the veil which hangs over this part of the river's course. But there can be little doubt that it hides scenes of magnificent beauty and grandeur which will thrill the expectant world, and give it new and nobler conceptions of the sublimity of nature.

NOTANDA.

CALENDAR.

MAY.

Meteorological means based on ten years' observations to 1893.

Barometer.....29.867
Thermometer.....76.2
Humidity.....84.0
Rainfall.....15.0

TO-DAY.

WEATHER REPORT.

On date at 10 a.m. On date at 4 p.m.
Barometer.....30.03 29.87
Temperature.....80 78
Humidity.....79 81
Rainfall.....0.04

TO-DAY.

Wednesday, 29th May, 1901.

Chinese—12th of 4th moon of 27th year of Kwang-shu.

Sun—Rises.....5hr. 17min.

Seis.....5hr. 36min.

High water—Morning.....5hr. 33min.

Afternoon.....7hr. 9min.

Low water—Morning.....5hr. 0min.

Afternoon.....5hr. 2min.

ANNIVERSARIES.

1660—Restoration of King Charles II.

1692—Battle of La Hogue.

1880—Great rain-storm in Hongkong enormous damage to property.

1890—The s.s. *Paoching* burnt in the Yangtze; the captain, 2 officers and 20 Chinese lost.

1896—Two Chinamen sentenced to 12 years' imprisonment for arson.

1897—Telegraph cable between Japan and Formosa completed.

1900—Tientsin and Peking Railway destroyed and mob marching to Peking.

TO-MORROW.

Thursday, 30th May, 1901.

Chinese—13th of 4th moon of 27th year of Kwang-shu.

Sun—Rises.....5hr. 17min.

Seis.....5hr. 37min.

High water—Morning.....5hr. 34min.

Afternoon.....7hr. 9min.

Low water—Morning.....5hr. 1min.

Afternoon.....5hr. 43min.

ANNIVERSARIES.

1744—Alexander Pope died.

1831—First Public Meeting of British subjects at Canton.

1842—Attempted assassination of the Queen by John Francis.

1851—H.M.S. *Renard* lost on Pratas reef while attempting to save the crew of the *Velofede*.

1857—The Indian Mutiny broke out at Lucknow.

1860—The *Opossum* with the Yangtze Exploring Expedition returned to Hankow.

1888—Opening of the Peak Tramway, Hongkong.

1890—Arrival of the King of Siam at Singapore.

1897—Baloon accident at Bay View; the aeronaut injured.

1898—Agreement signed between England and America to settle disputes by arbitration. Reciprocal treaty signed between America and France.

AGENDA.

TO-MORROW.

10 a.m.—Douglas Co's steamer *Haimun* leaves for Coast Ports.

Noon—Annual Meeting of the Shareholders of the Star Ferry Company at their office.

5 p.m.—E. & A. Co's steamer *Eastern* leaves for Australian Ports.

FRIDAY, 31st.
(About)—P. & O. S. N. Co's steamer *Jawa* leaves for Shanghai and Japan.

SATURDAY 1st June.

P. & O. Co's steamer *Ceylon* leaves for Marseilles and London.

Noon—U. S. Co's steamer *Doric* leaves for San Francisco via Shanghai, etc.

5 p.m.—C. M. Co's steamer *Diamond* leaves for Manila.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information.

May 24th.

Mr. McKersie, 2nd officer, s.s. *Kaifong*, resigned.

The officers of the steamer *Nankin*, are Commander C. J. Benton; chief officer, D. Ashbury; 2nd officer, G. Clark; 3rd officer, R. Tulloch; 4th officer, T. Powell, chief engineer, J. Cate; 2nd engineer, MacLachlan; 3rd engineer, Woolf; 4th engineer, Scott.

Mr. Lightham late 2nd officer, *King Sing*, appointed 2nd officer of the s.s. *Taiyang*, in place of Mr. Utitt gone to Hospital, Shanghai.

Mr. G. Rollo has been appointed 2nd officer, *Kiungking*.

Mr. W. McIntosh, chief officer, *Pekin*, has gone master, *Tamui*, portman.

Mr. Jas. Whyte, chief engineer, *Kanau*, is on leave.

Mr. Jas. McNair, supernumerary 2nd officer, *Pekin*, has gone acting chief engineer, *Kanau*.

Mr. John Smart has gone 3rd engineer, *Yiksang*.

Mr. F. Davis, 2nd officer, *Fooksang*, is transferred supernumerary 3rd officer, *Wingang*.

Mr. W. L. Marsh has gone acting 2nd officer, *Fooksang*.

Mr. Jas. Wheeler, chief officer, *Choyang*, is appointed acting master, *Pekihit*.

Mr. MacDougall, 2nd engineer, *Honam*, from sick leave, has rejoined his ship.

May 25th.

Captain W. Blake, from home leave, resumes command of the *Kwongking*.

Captain Jenkins, has been appointed in command of the s.s. *Chow Shan*.

Mr. J. D. Jenkins has been appointed chief officer of the s.s. *Chow Shan*.

Mr. W. Merry, second engineer of the s.s. *Chow Shan*, has resigned.

Mr. W. Anderson, 3rd engineer of the s.s. *Chow Shan* has been promoted to 2nd engineer, vice Mr. Merry, resigned.

SHIPPING AND MAIL NEWS.

MAILS DUE.

American (*Nippon Maru*) 31st instant.

French (*Sydney*) 4th prox.

American (*Pera*) 8th prox.

American (*Coptic*) 18th prox.

The J. M. & Co's steamer *Chelydra*, from Calcutta and the Straits, left Singapore for this port at 5 a.m. to-day.

The P. M. S. S. Co's steamer *Nippon Maru* with mails, etc., left Shanghai for this port at 6 p.m. to-day.

The Canadian Pacific Railway Co's steamer *Tartar* arrived at Vancouver at 3.30 a.m. on Tuesday the 28th May.

The Canadian Pacific Railway Co's R.M.S. *Empress of India*

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
INABA MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 31st May, at Daylight.
KANAGAWA MARU	KOBE and YOKOHAMA	FRIDAY, 7th June, at Daylight.
KAGA MARU	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, KOBE, MOJI and YOKOHAMA	MONDAY, 10th June, at 4 P.M.
SHINANO MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 14th June, at Daylight.
KAGOSHIMA MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 18th June, at Noon.
SADO MARU	KOBE and YOKOHAMA	FRIDAY, 21st June, at Daylight.
YAWATA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 21st June, at Noon.
MIKE MARU	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 21st June, at Noon.
ROSETTA MARU	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 28th June, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 29th May, 1901.

TOYO KISEN KAISHA. NORTHERN PACIFIC STEAMSHIP COMPANY.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 11th June, at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 4th July, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 30th July, at Noon.

THE Twin Screw Steamship

"NIPPON MARU."

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 11th June, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 44 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 19th May 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAVELLI," "INDRAPURA," "KNIGHT COMPANION,"

HONGKONG and PORTLAND (OR.) Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship

"INDRAVELLI," will be despatched for PORTLAND (OR.) on MONDAY, the 10th June.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through Rates of Freight and further information communicate with, or apply to ALLAN CAMERON, General Agent,

SHEWAN, TOMES & CO.

Hongkong, 23rd May, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"AFRIDI"	31st May.
"HILLGLEN"	14th June.
"LOWHER CASTLE"	30th June.
"HEATHBURN"	about 17th July.
"HUDSON"	
"JUPITER"	
"SATSUMA"	

* Calling at MANILA.

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents,

Hongkong, 25th May, 1901.

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE:

Via

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	SATURDAY, 1st June, at Noon.
"PERU"	TUESDAY, 18th June, at Noon.
"COPTIC"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GABLIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th August, at Noon.

THE O. & O. Company's Steamship "DORIC," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 1st June, at Noon, taking Freight for Japan, the United States, and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of 44 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing; Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

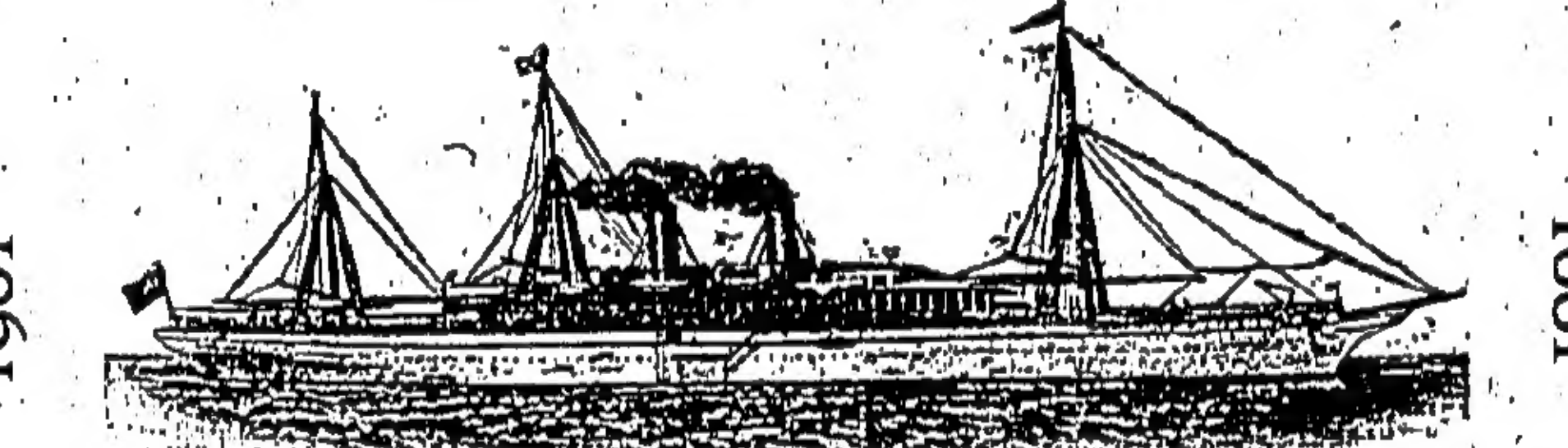
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 25th May, 1901.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.	WEDNESDAY, 5th June.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 26th June.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.	WEDNESDAY, 17th July.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 15th May, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SEGOVIA	HAVRE and HAMBURG.	31st May.
WITTENBERG	(Calling at SINGAPORE and PENANG.)	Freight.
Hempel	HAVRE, BREMEN and HAMBURG.	12th June.
NUERNBERG	(Calling at SINGAPORE and COLOMBO.)	Freight.
Mayer	HAVRE and HAMBURG.	25th June.
SAMBIA	(Calling at SINGAPORE.)	Freight.
Schmidt	HAVRE and HAMBURG.	25th July.
	(Calling at SINGAPORE.)	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE.

No. 1, Queen's Buildings.

Hongkong, 27th May, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI, AMOY, SINGAPORE, SAMARANG and SOERABAYA	"PAKHOI".....	30th instant.
SHANGHAI, AMOY, SINGAPORE, SAMARANG and SOERABAYA	"SHANTUNG".....	31st instant.
SHANGHAI, AMOY, SINGAPORE, SAMARANG and SOERABAYA	"WAMPPOA".....	31st instant.
SHANGHAI, AMOY, SINGAPORE, SAMARANG and SOERABAYA	"KAIKONG".....	4th June.
SHANGHAI, AMOY, SINGAPORE, SAMARANG and SOERABAYA	"SUNGKIANG".....	4th June.
SHANGHAI, AMOY, SINGAPORE, SAMARANG and SOERABAYA	"KWEIYANG".....	5th June.
SHANGHAI, AMOY, SINGAPORE, SAMARANG and SOERABAYA	"CHANGSHA".....	10th June.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA".....	10th June.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"GLAUCUS".....	11th June.
	"ALCINOUS".....	14th June.

* S.S. "PROMETHEUS" from GLASGOW and LIVERPOOL has arrived, and will sail for SHANGHAI and JAPAN, on the 31st instant.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"DARDANUS".....	11th June.
	"MACHAON".....	25th June.
	"PROMETHEUS".....	9th July.
LIVERPOOL (DIRECT).	"RHIPHEUS".....	6th June.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 29th May, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY. (In close connection with the Co.'s Accelerated Line to TRIESTE).

THE Company's Steamship

"MELPOMENE," Captain Matcovich, will be despatched as above on FRIDAY, the 31st instant, P.M.

For Information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents.

Hongkong, 20th May, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG," Captain Weigall, will be despatched as above on FRIDAY, the 31st instant, at 4 P.M.

This Steamer has Superior Accommodation for First-class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 27th May, 1901.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"DIAMANTE," Captain A. Ramsay, will be despatched as above on FRIDAY, the 31st instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light. A Doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOMES & Co., General Managers.

Hongkong, 28th May, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIJI MARU," Captain will be despatched for the above Ports, on SUNDAY, the 2nd June.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 27th May, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Belgian King. 1,3379 about June 10

THE Steamship

"BELGIAN KING," will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 10th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs at San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan, 15th May, 1901.

"GLEN" LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENARTNEY," Captain Warner, will be despatched for the above Port, on or about the 20th June, 1901.

For Freight or Passage, apply to

MCGREGOR, BROS. & CO., Agents.

Hongkong, 18th May, 1901.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship

"HAIMUN," Captain Davis, will be despatched for the above Ports, TO-MORROW, the 30th instant, at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 29th May, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN," Captain Ellis, will be despatched as above TO-MORROW, the 30th instant, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is insulated throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 14th May, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOV VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 5th June, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 23rd May, 1901.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"INDRANI," Captain will be despatched as above on or about the 25th June.

For Freight, apply to

JARDINE, MATHESON & Co., Agents.

Hongkong, 16th May, 1901.

SHEWAN, TOMES & CO'S "NEW YORK" LINE.

